Rail Signalling and Telecommunication System

†2178. SHRI KHAN GHUFRAN ZAHIDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether,on the basis of the Report on Rolling Stock programme, it has been found by the Ministry of Railways that on a number of Rail tracks, the signalling and telecommunication systems have deteriorated due to completion of their life span;

(b) if so, the details of those rail tracks; and

(c) ther decision being taken by Govemment to replace the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O.RAJAGOPAL): (a) No, Sir. However, Railway Safety Review Committee report 1998, has recommended that arrears of replacement of overaged signalling equipment have accumulated and they need to be replaced in a time bound programme.

(b) The route wise details of stations where signalling equipment is over 25 years old as on 31.03.2001 are indicated in the enclosed statement *(see* below)

(c) In order to replace overaged equipment on Indian Railway, Govemment has set up a non- lapsable Special Railway Safety Fund (SRSF) of Rs. 17000 Cr. Out of this, about Rs.3600 Cr. have been earmarked for replacement of arrears of Signalling & Telecom equipment. A total of 946 stations onA,B,C,D spl and D routes with age of more than 25 years and E spl route with age of more than 35 years have been included for replacement of signalling equipment. Besides the SRSF also covers replacement of about 7000 Route Kms of overhead lines which carry block circuits having safety implications.

Rail Signalling and Telecommunication System

Route	Agewise distribution of stations (Nos)			
	25-30 Yrs.	31-35 Yrs.	35 Yrs.	Total
A	62	40	29	131
B	80	53	200	333

†Original notice of the question was received in Hindi.

Route	25-30 Yrs.	Agewise distribul 31-35 Yrs.	distribultion 35 Yrs.	of station s (Nos) Total
C	3	5	33	41
D Special	11	14	125	150
D	79	25	122	226
E Special	13	13	65	91
E	77	125	253	455
TOTAL (BG)	325	275	827	1427
M.G.	80	108	573	761
G. Total:	405	383	1400	2188

Requirement of Passenger Coaches

†2179. SHRI KRIPAL PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of various types of passenger coaches required every year by the Railways;

(b) whether the country's coach factories meet this requirement of passenger coaches or the same have also to be imported from abroad;

(c) whether Govemment export passenger coaches; and

(d) if so, the country-wise details thereof?

THE MINISTER OF STATE TN THE MINISTRY OF RAILWAYS (SHRI O. RAJ AGOPAL): (a) During last three years, the Railways have yearly acquired nearly 30 types of passenger coaches.

(b) The present capacity available in the two coach factories of Indian Railways i.e. Integral Coach Factory (ICF), Chennai and Rail Coach Factory (RCF), Kapurthala, supplemented by two coach factories in the public sector i.e. M/s Jessops & Co., Kolkata and M/s Bharat Earth Movers Limited, Bangalore, is more than sufficient to meet the requirement of Indian Railways. There is therefore, no import of coaches on account of shortage in capacity.

(c) Yes, Sir. M/s Rail lndia Technical & Economic Services (RITES) and M/s Indian Railway Construction Limited (IRCON), the two public sector undertakings under Ministry of Railways are nominated to export the rolling stock & spares manufactured by Indian Railways.

†Original notice of the question was received in Hindi.